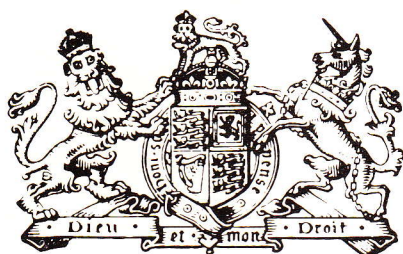


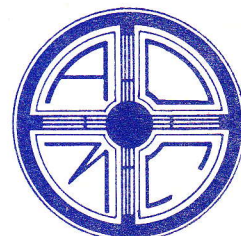
May 1983



By Appointment to
The Royal Family

Official Newsletter of the Humber Car Club of Victoria.

Affiliated with the Association of Motoring Clubs



THE HUMBER CAR CLUB of VICTORIA

P.O. BOX 35, FRANKSTON, 3199
23 HIGH STREET, WATSONIA, 3087

COMMITTEE 1983/1984

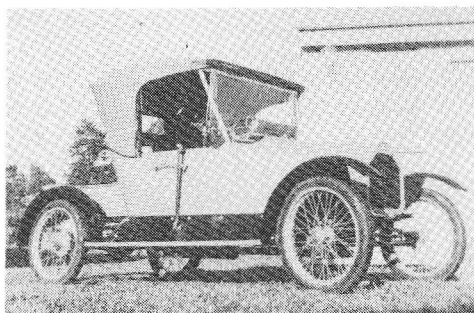
PRESIDENT	Lloyd Hughes	877 3208
VICE PRESIDENT	Bill Holmes	397 7836
SECRETARY	Margaret Willimott	435 6354
ASST. SECRETARY	Keith Willimott	435 6354
TREASURER	Peter Shelden	818 5829
SOCIAL SECRETARY	April Beardsmore	762 4180
ASST. SOCIAL SECRETARY	Brian Beardsmore	762 4180
EDITOR	Jack Waring	725 9884
ASST. EDITOR	Barry Bosnich	460 4505
TECHNICAL OFFICER	Tom McAlpine	(051) 27 4755
LIBRARIAN	Paul Carter	568 8437

SOCIAL CALENDAR 1983

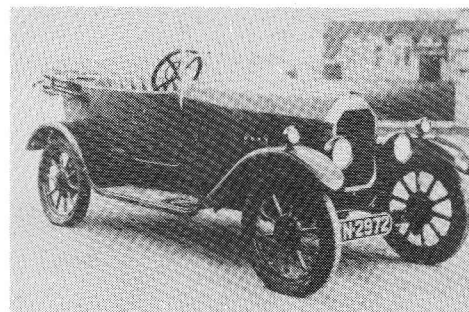
March 25th	General Meeting	July 22nd	General Meeting
March 27th	M.G. Concours	August 14th	Talhoff Restaurant, Warburton.
April 25th	Anzac Day March	August 26th	General Meeting
April 31st (Sat)	Camberwell Chamber of Commerce May Festival	September 23rd	General Meeting
May 15th	Air Museum Point Cook	September 11th	President's Run (Mystery Trial)
May 27th	General Meeting	October 9th	Wolseley C.C. (Car Khana)
May 29th	Vintage Drivers Club Display and Swapmeet, R.M. Showgrounds	October 28th	General Meeting
June 11th to 13th	Echuca Steam Rally	November 6th	Concours d'Elegance
June 24th	General Meeting	November 12th/13th	Bendigo Swap MEET!!!
July 10th	Roast on the Spit	November 26th (Sat)	Presentation Night (no general meeting)
	Williamstown Primary School	December 4th	Christmas Run (no general meeting)

The Club meets on the Fourth Friday of the month (except December) at 8.00 p.m., in the Deepdene Park Hall, Whitehorse Road, Deepdene.

INTERESTING EARLY HUMBERS



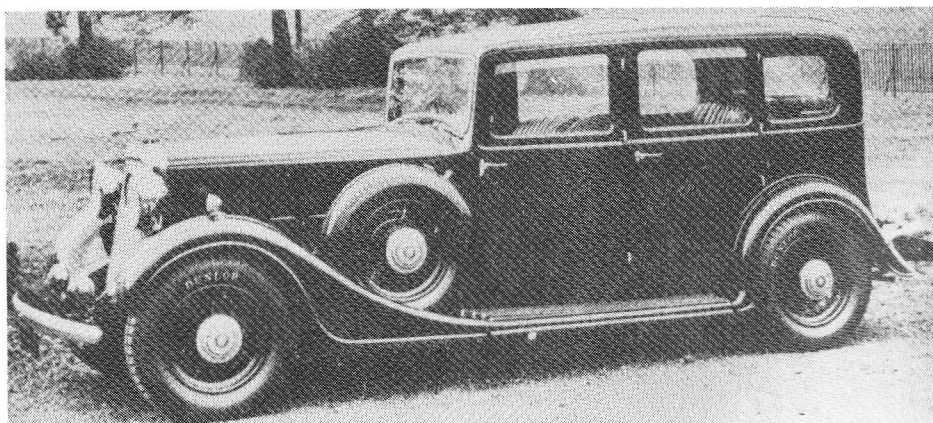
1912 HUMBERETTE
4 cylinder
side valve



1923 HUMBER 8/18
4 cyl. o.h. inlet
side exhaust.
985 c.c. 7'10½" wheel base.

1933/34 SNIPE 80
6 cyl. side valve
3498 c.c.
10ft and 10'4" wheel base

*Similar cars owned by
Norm Watt, Doug Shone
and Lloyd Hughes.*



THE PRESIDENT'S REPORT

Glad to be back from the rush trip to South Africa. The only Humber I noticed was a Series IV parked near the Hotel. I only saw Johannesburg as we were working from 8a.m. to 6p.m. most days so not much chance to go looking for Humbers. We were taken up to the Kenuger National Park at the weekend (about 150 miles away) where you can drive around but not leave the car. I was surprised to see that a lot of the roads in the Park were bituman and we stayed in the Park in thatched huts, with good facilities in a fenced area that is locked from 6.30p.m. to 5.30a.m.

As the country is suffering from drought animals were scattered into much smaller groups than usual. The conference group travelled in two hired V W Microbuses, on our travels we saw impala, kudu, wildebeeste, zebra, elephants, different kinds of monkeys, one cheatah, hyenas, and various kinds of birds. No lions, tigers or leopards though.

Johannesburg had similar water restrictions to Melbourne-hand held hoses for two hours every second night etc.

Johannesburg being founded on gold mining there were huge mine dumps right near the centre of the city. One had been levelled on top to form a drive-in theatre.

Back to Club Business. You will notice a letter in the issue from Dough Stone regarding joint newsletter and amalgamation of Clubs. I am in favour of the joint newsletter and think this will eventually come after practical problems are overcome. For instance Club Meetings and outings have to be held at a similar time of the Month so that all reports are received in time for publication. More co-operation between Clubs is great but I feel each will want to retain its own autonomy. I cannot see New Zealand participating because of the distance and postal delay. Humber and Hillman Clubs combined in New Zealand some time ago.

Thanks for your comments Dough, we will certainly be giving it more thought during this year but getting all Clubs together at one time is difficult.

I Wish we could hear more from our Country Members.

Bob Kennedy and family, Jack Waring, myself and family attended the Camberwell Festival and the Mark IV and Mark IVa Snipes participated in the Parade. There were Wolseleys, Rovers, Morris minors, Vauxhall-Bedfords and a neatly customised Riley there among the English cars, though I didn't notice any American cars. Perhaps they weren't invited.

On Sunday May 1st Jack Waring and I put our Vehicles in a small display of cars at Eastland organised By The Ringwood Rotary Club in aid of the Maroondah Hospital. Main Support was from the Jaguar Club with models ranging from Mark V to E Type plus an MG, Daimler, and the Humbers. Only a few Clubs were invited. Go-cart racing was also an attraction. They aimed to raise \$30,000.00 to which the government would add two or three times.

Well I must go now and will see you on the 27th

LLOYD HUGHES

MINUTES OF THE GENERAL MEETING OF H.C.C.V.
HELD AT DEEPOENE HALL ON FRIDAY 22nd APRIL 1983

The President opened the Meeting at 8.30p.m. before 22 members and welcomed all those present.

APOLOGIES: Keith and Margaret Willimott,
April and Brian Beardsmore, George Phillpot,
Adelaide Underwood, Syd Humphries, Murray Roberts,
Tom M^CAlpine, and Ross Bromley.

Minutes of last general meeting passes: Harold Underwood.

CORRESPONDENCE IN:

Subscription Renewals:

Murray Roberts, Bill Brick,
Brendon Lyons, Peter Tapp,
Peter Schofield, Mrs H Sadlon,
Doug Shone, Stan Paley,
M.G Little Field, John Myers
Ian Foreman

Raffle Stubs:

Stan Paley, Rob Waitt (A.C.T.)
Mrs Joan Stewart, Mrs H. Sadlon,
Doug Shone

Roy Meggs Echuca:

Envelopes and letter re
Steam Weekend BBQ and Chinese Dinner

Message Motor Books:

Catalogue

H.C.C. of Australia:

Ad in Restored Cars N^o 53 for all
H.C.C. in Australia

S.A. Humber Club:

Re venue for 1984 National Rally

Newsletters:

Classic Car Club, Austin A40
Humber Car Club (S.A.)
Rover Car Club, Daimler Car Club.

CORRESPONDENCE OUT:

Roger Foote:

re combined newsletter

Roy Meggs:

re Echuca weekend Arrangements

Deepline Park Trustees:

re Hall hiring for March

Peter Shelden stated that the balance of credit as at 22.04.83 stood at \$977.50

GENERAL BUSINESS

1. Cars for veterans at the Anzac March were not required from the Humber Club
2. Camberwell May Festival: Bob Kennedy, Lloyd Hughes and Jack Waring entered their cars in the Parade
3. The President Reminded members of The May Outing to Point Cook Air Museum and Park. Details for this in the Newsletter.
4. The President asked members for an opinion on whether the Club Calendar should go through to February 1984. Bob Kennedy Suggested that this should not be necessary as a January outing is not popular and the new Calendar is usually ready by the end of January.
5. Bob announced that there would be a guest speaker on radiator repairs at the May Meeting
6. The President stated that the committee would run off updated copies of the constitution for members.
7. Bill Holmes volunteered to organize the July outing which was to be a roast-on-the-spit. Bill also suggested inviting another car club. After some discussion, members voted that this function be deferred until February/march 1984 when the weather would be more appropriate.
8. It was decided to substitute a Theatre Party for the July outing, to be held on Sunday Afternoon July 10th. Vic Wilson suggested the Trak Theatre in Toorak as a suitable venue since they also serve afternoon tea.
9. Bob Kennedy reported a number of cars for sale.
10. The President announced that the Jaguar Club held a British display on Sunday May 1st and asked for two Humbers from the HCCV to participate.
11. Des Judd reported that the Post Office Box is paid for another 12 months.
12. Jack Waring suggested that members who have not booked for Echuca may still have a chance of getting in at another Motel. Jack also offered the use of some tents.

13. After discussion it was decided to request Roy Meggs in Echuca to purchase meat for the weekend BBQ and to defer further arrangements for the Chinese Meal until the next committee meeting.
14. Jack Waring reported that for T Shirts to be printed and sold in a lot of 100, the cost would be \$6.00 per member per T Shirt without any mark up, ie \$6.00 as a less costly alternative Vic Wilson and Gary Rowlands suggested a Silk Screen with members to supply their own shirts so that the Club can print as many as required and no surplus would be carried by the Club, as the Club could not stand such a large debt.
15. Jack also announced that he may be able to have cars printed onto mirrors if members were interested. He would have a price by the next meeting. Members could supply their own photographs for printing.
16. Barry Bosnich asked how the next newsletter would be printed. The editor Jack Waring stated that he could have it typed and copied for the price of the paper only.
17. Jack Lhuede requested information about the combined newsletter and Bill Holmes suggested that he thought it would be better to keep going the same way as has been in the past; for the time being only, with a review being held in perhaps 12 months time.
18. Bill Baker suggested that a letter be sent to the MG Car Club objecting to the arrangement of the open concours classes. The President stated that a letter be drafted and sent off.
19. Peter Davenport gave a report on how to restore padded crash pads on Humbers.
20. The meeting was closed at 9.45p.m. after which supper was served.

SECRETARY'S REPORT

Many thanks to Des for being my stand in at the April meeting. It was just unfortunate that graduation day for me fell on the same night as our meeting but this was one occasion that I couldn't miss.

You will find printed elsewhere in the Newsletter a copy of correspondence received from Doug Shone. Thanks Doug, for putting your thoughts regarding the joint newsletter on paper as they highlight some aspects that tend to be overlooked by city members who have relatively ready access to technical information and Club facilities. I am sure other members will also add their thoughts on the discrability of combining Newsletters with the other Humber Clubs in Australia.. Some further ideas you may like to comment on are a combined quarterly or half yearly publication which would leave individual Clubs free to expand their own Newsletter in the intervening months. This may allow us to take advantage of the best in both systems and provide the optimum service to all-city, country and interstate members included.

You may not all realize that a current monthly exchange of magazines takes place between the Australian Humber Clubs and some other local car Clubs as well. These magazines are available for your perusal at Club meetings and I am certain our librarian could arrange for them to be borrowed should you so desire. I am ashamed to admit it is only this year that I have realized the wealth of information and interesting reading that is contained in these publications, small items gleaned from a glance through the paged quiet frequently became useful introductory material at inter-Club outings.

While I'm on the topic of magazines, Restored Cars, is currently running a mini series on the History of Humbers with articles in issues N^os 52 and 53. N^o 53 also contains an advertisement for all Humber Car Clubs in Australia, inserted by courtesy of the N.S.W. Club to whom we offer our thanks. The first article traced the History of the early Humbers and included some interesting photographs.

I am hoping this year to undertake a check on our membership list so that the list is kept as up to date as possible. It would help help us to keep our records current if you could make sure subscription renewals slips were fully filled in each year and any changes in Humbers owned were notified as this will be a spare-time job I anticipate it will take several months, however, I hope to get round to contact most member in that time. Incidentally, to those of you who have been asking for Committee Members Addresses, don't forget the last membership list you recieved contained full information on these.

I had planned this month to give a full report on the Series II Hank Estate, but space seems to be getting short. Keith almost shifted (bed and all) to the garage over the last 2 months while the Hank's enginge, gearbox, brakes and cluch underwent a major overhaul.

overhaul. His problem is in selecting low gears proved to be due to the clutch release bearing being completely worn down, though this wasn't apparent until the unit was dismantled. By the time you receive this we hope to have the Hank back on the road and in tip-top condition for the Echuca run. We'll then be able to turn our attention to the recently acquired Series I Sceptre which we are hoping to present to members before the next concours. From the books we have consulted on the car there seems to be some uncertainty on whether it is correctly designated as a "series" or a "mark", appearing under either title in various publications. Perhaps Someone Could Enlighten us. Maybe a job exists in the club for a research officer. As The Echuca Weekend looms close Roy has things well under control at this end and I will contact those going beforehand with the final details. All looks well for a Great Weekend.....

Hope to see you at Point Cook on May 15th and the Next General Meeting on May 27th.

Margaret

COPY OF DOUG SHONE LETTER:

Dear Sir

After reading my copy of "The Humberette" March 1983 Issue I felt I had to put pen to paper with regards to a joint National Newsletter.

I feel that all the Humber Car Clubs in Australia and New Zealand should combine and become known as "The Humber Car Club of Australasia". We could continue to have our State branches and they could in turn contribute to a National Newsletter and have a National Membership list including the name, postal address, telephone number and car or cars owned including the year of manufacture, body style etc.

I also believe we should also become affiliated to the Post Vintage Humber Car Club of Great Britain so that we can draw on them to help with the needs of our members with regard to written literature and parts as we all know that there is only a limited number of Humbers left in the world so it would give us a greater chance to get our cars or keep them on the roads especially the pre World War 2 Cars.

Another reason we could combine is that I myself have found I could spend a small fortune to be a financial member of the several Humber Car Clubs in Australia and New Zealand to keep up with Humber News and what cars members own.

I hope the Committee members and others will seriously consider the contents of my letter and take up the challenge and work towards "A Australasia Humber Car Club".

In the meantime I would like to hear comments and any ideas from other members about this idea in future issues.

1.

POINT COOK AIR MUSEUM - CLUB OUTING MAY 15th

Despite the inclement weather many members with a good selection of Mark and Series Humbers made the journey to the Air Museum where we inspected a variety of planes and an extensive display Australian Air Force History from its early beginnings during World War I to the present day.

Those who were game [crazy?, hardy?,] enough braved the elements to BBQ their lunch at the nearby Point Cook Metropolitan Park and then participate in the drawing of the Trolley-Jack Raffle. Adelaide was elected to perform the honours and proclaimed Robert and Betty Millson of Baxter as the lucky winners - Our Congratulations to you both on winning the jack and may your Humbers feel its benefit! After nearly freezing to the bone at fully exposed BBA Site we will definitely keep this venue for a summer outing in the future.

It was nice to see the Anderson Family of Mulgrave at the outing and to have Adelaide and Harold Underwood both with us again. A Special welcome also to country members Tom and Lyn M^CAlpine introducing the new MK IV Super Snipe and to Les and Bev Lindorff of Ballarat. Tom was doing his bit to build up the younger membership in the Club by bringing his new work apprentice Damien, who is a keen Vogue owner- good on you Damien! AND WELCOME!

FILM NIGHT:

Next Meeting LLOYD Hughes has a Film of the Coronation Parade featuring a number of Humbers from the early fifties.

Projector by the curtesy of

George Philpott.

Many Thanks George.

SOCIAL SECRETARY

Point Cook Air Museum:

Those who attended the outing were The Judd Family Series VA Snipe, Kennedy Family MK IV Snipe, Collin Anderson Family Mk IV Hawk, M^CAlpine Family and Damien Mk IV Snipe, Lindoroff Family Mk I Snipe Beardsmore Family Series I Snipe, Bob, Bruce, Marge and Family Series VA Snipe accompanied By Aderlaide and Harold, Barry Bosnich and Friend Jim, Series II Snipe, Ron Forth Family and Friend, Mk IV Snipe, Peter Davenport Ser V Snipe, Jack and Sybil Waring Series III Snipe, Keith and Margaret Willimott Series II Vouge, Paul Carter and Family The Stanz by Humber.

Although it was windy in the parking area, we all made our way to the Museum [SAFELY], and a goof couple of hours was spent looking at the variety of exhibits and change of Service Dress through the ages, and the change of engines from the start up to the latest jet.

Imust say the Officers Mess tables looked really life like.

On arrival at the BBQ area via the Humps we were thankful for the tarpolen around the shelter it really kept the wind out, particualy when the raffle was drawn, don't know how we would have managed without it. THANKS TO ALL WHO CAME TO HELP MAKE IT A SUCCESS!!!!

APRIL

8
WANTED

++++++

Solex Carby for Humber Vouge 1966
Contact Ph. 7001740

FOR SALE

++++++

At next meeting Bob Kennedy will have cartons of Marboma Mild
(200) \$8.00 per carton Or 2 @ \$15.00

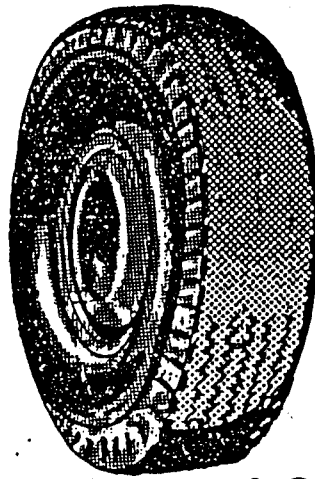
HUMBER SUPER SNIPE: Series VA 1966 Reg. just run out, motor needs overhaul
White with Red interior. PRICE NEGOTIABLE
Contact: Mr. H. Britton 16 Besley ST. Dandenong Ph.7924828

HUMBER VOUGE 63: White with Red Interior, Two owners 93,000 miles,
8th month Reg, reasonable condition \$500.00 ONO
Contact: Ian Dale Ph. 725 6867

HUMBER SERIES V : Rough in body, engine reconditioned OFFERS
Contact: Mr M. Waller 72 Nimno Rd, Essendon Ph 3378956

HUMBER SERIES V: 1 Reconditioned gear box, 4 good radial tyres, motor blown,
2 another with power steering also motor blown.
Contact: Dick Collins 14 Union St. Templestowe Ph 570 3760

HUMBER HAWK: Early Series. 2 motors to work on, doors + other panels,
radiator, and other parts. On view 29th May 19 Anzac Pde
Williamstown.
Contact: John Lhuede Ph 397 5058



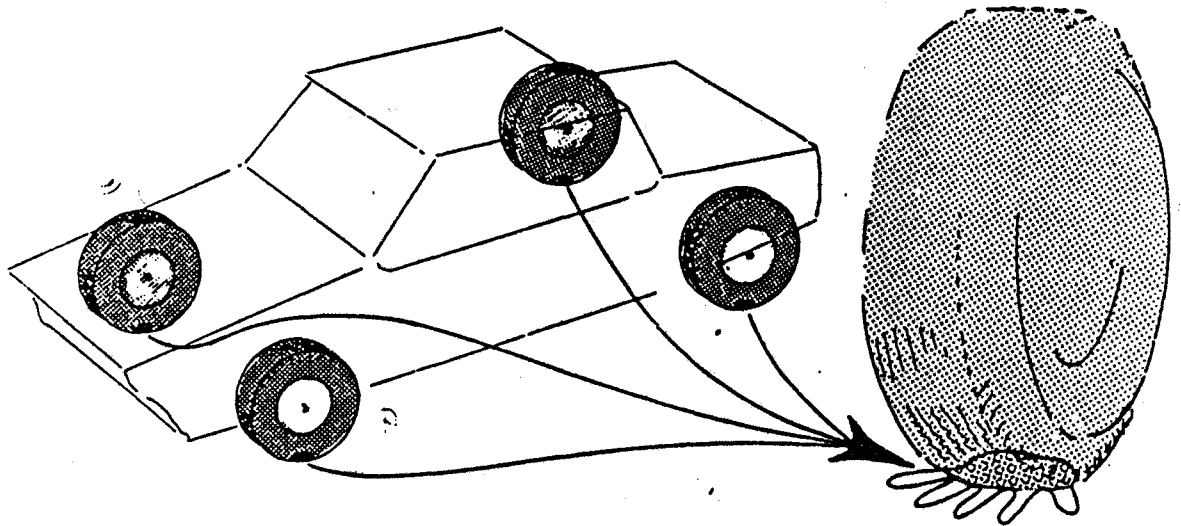
TYRE TYPES AND CHARACTERISTICS

INTRODUCTION

Tyres today are an integral part of motor vehicle design.

All the power, efficiency, and safety built into the modern car is concentrated into four small areas – each the size of a man's hand.

This being the case, it is of the utmost importance that the correct tyre is fitted to a vehicle, and is maintained correctly.




TYRE TYPES

To meet the various speed and handling characteristics of the many types of motor vehicles, three basic types of tyre are manufactured. They are:

1. Cross Ply
2. Radial Ply
3. Belted Bias

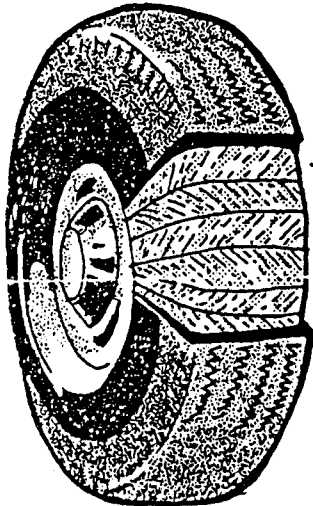
2 TYRE TYPES AND CHARACTERISTICS

TYRE DESCRIPTIONS

1.  The Cross Ply construction has been recognised as the CONVENTIONAL method for many years.

It basically consists of two or more plies of textile cords running diagonally from bead to bead.

The alternate plies are laid with the cord angles in opposite directions to form a lattice type structure.




Cross Ply.

Its ADVANTAGES are:

- It has side wall strength to resist gutters and kerbs.
- It is the cheapest.
- It gives a soft ride.

Its DISADVANTAGES are:

- Its wet road holding is not particularly good.
- Its high speed road holding is not very good.

2.  The Radial Ply type of construction is generally accepted to be the correct tyre for performance cars.

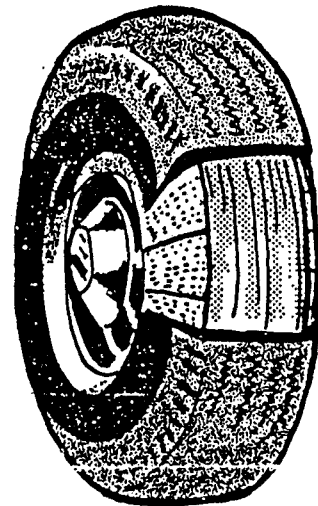
Its casing cords run straight up over the tyre at 90° from bead to bead. In addition there is a belt of strong textile or steel cords laid around the tyre directly under the tread.

Its ADVANTAGES are:


- Improved high speed handling.
- Much improved wet road grip.
- Less road noise when travelling fast.
- Longer tread life.

Its DISADVANTAGES are:

- Higher cost.
- Hard low speed ride.



Radial Ply.

3.  The Belted Bias is a more recent innovation, and consists of two or more plies of textile cords running diagonally as in the cross ply tyre.

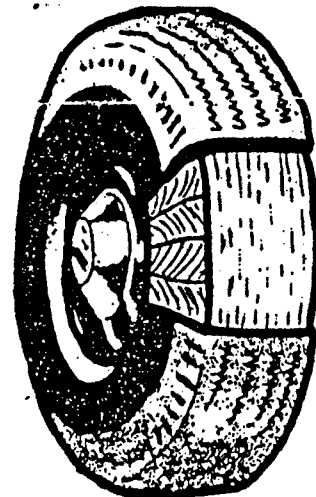
In addition to the angled cross plies it uses the radial type belt around under the tread.

Its ADVANTAGES are:

- Most of the advantages of both cross and radial ply tyres.

Its DISADVANTAGES are:

- High cost.
- Still only retains the lower top speed performance rating of the cross ply tyres.



Belted Bias.

TYRE MARKINGS

LOAD RATING

(INDEX OF STRENGTH)

From "A" (light) to "L" (heavy)
Plus Y & Z on some small tyres

Special Note - Load Ratings

The metric system of load marking uses figures ranging from 145 (light) to 235 (heavy)

RIM SIZE IN INCHES

ASPECT RATIO

Percentage of HEIGHT
compared to WIDTH
100% to 60%

e.g.
only →

ER 70 H 13

TYPE OF TYRE

No Mark - Cross Ply
(Conventional)

"B" - Belted Bias

"R" - Radial

Special Note: Speed Ratings

Cross ply tyres with traction patterns, e.g. Wintertread have speed rating of 137 km/h (85 mph)

Radial ply tyres with traction patterns, e.g. Rally tyres have speed ratings of 169 km/h (105 mph)

SPEED RATING

Figures for 13" and over

Cross Ply & Belted Bias	No Mark	- 153 km/h (95 mph)
	L	- 160 km/h (100 mph)
	S	- 177 km/h (110 mph)
	H	- 201 km/h (125 mph)
	V	- over 201 km/h
Radial Ply	No Mark	- 169 km/h (105 mph)
	S	- 182 km/h (113 mph)
	H	- 209 km/h (130 mph)
	V	- over 209 km/h

TYRE CARE

When tyres are worn to where only 1.5 mm ($1/16"$) of tread pattern remains, tyres should be removed for replacement or reconditioning. This is based on:

1. Tread grooves are necessary for passing water displaced by the tyre on wet roads.
2. Under braking and cornering the edges of tread pattern tend to remove scum leaving a comparatively clean road surface.
3. There is greater protection against penetration of small puncturing objects.
4. For reconditioning, the extra depth of rubber is needed for proper contour buffing in readiness for retread rubber.

TYRE WEAR

The main causes of abnormal tyre wear are:

1. Incorrect inflation.
2. Racing starts and skid stops.
3. Impact with kerbs, gutters, rough terrain, at incorrect speeds
4. Overloading.
5. Incorrect wheel alignment.

OPERATING RESTRICTIONS

It is VERY IMPORTANT to remember not to mix tyre types.

The following suggestions are quoted from a publication by the Australian Rubber Manufacturing Association.

1. Where possible fit tyres of the same type all round.
2. DO NOT under any circumstances use radial ply tyres on the front, with any other type on the rear.
3. NEVER mix different tyre types on the same axle.
4. In some cases it may be safe to fit radial ply tyres on the rear and conventional on the front.



HUMBER SPARES



HILLMAN SPARES & REPAIRS BLACKBURN

While our first concern will always be Rootes Group Spares (Australia's Largest Range), we have now moved into stocking all model English Spare Parts, but as always we are eager to buy collections of new English Spares for Australian dollars.

The King Pins stored in somebody's garage, may be the set that Mrs. Smith of Charters Towers needs for her 1948 Rover.

Telephone and mail orders most welcome.

We recommend C.O.D. post for next day delivery to most areas.

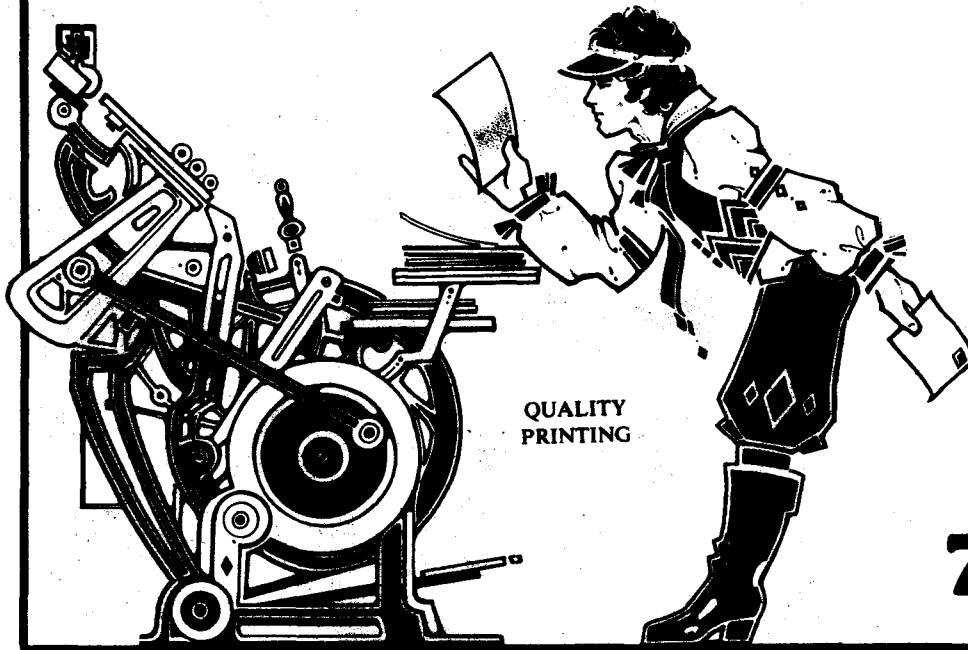
HILLMAN SPARES AND REPAIRS
178 Whitehorse Road,
Blackburn, 3130
P.O. BOX 19, BLACKBURN, 3130
Telephone: (03) 877 4311, 5 Lines



Peninsula Office Services P/L

Suite 1, 100a Young Street,
Frankston 3199

(Above T.A.B.)



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- . And Lots, Lots More

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- * Book-keeping
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For your monthly debtors
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